

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCLARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS

Hongkong, March 2, 1905

CHAMPAGNE
THE LEADING BRAND

G.H. MUMM & Co.
REIMS

BY SPECIAL APPOINTMENT TO
H. O. ROY, King of England
H. O. ROY, King of France

Sherrin & Co.
GENERAL AGENTS
For
HONG-KONG, CANTON
& MACAO.
Hongkong, January 27, 1908.

GANDY'S -

BELTING -

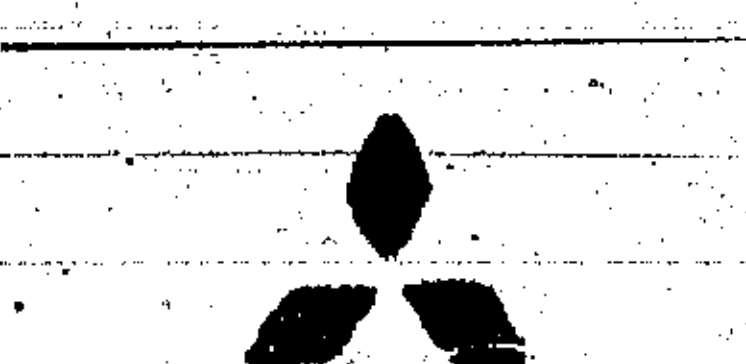
MADE BY THE
GANDY BELT MANUFACTURING CO.,
SEACOMBE, ENGLAND.
IS THE ONLY ORIGINAL
41 Prizes Awarded.
SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.
ALL SIZES
TO FIT ALL
SIZED SHAFTS
IN STOCK
FURTHER
PARTICULARS
MAY BE
HAD ON
APPLICATION
TO THE
SOLE AGENTS.
MELCHERS & Co.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Flatulence, Bilious Affections,
Bilest and most
Effective Remedy
for
Regular Use.
DINNEFORD'S
MAGNESIA

NATURAL
ENO'S
HEALTH-GIVING
FRUIT
REFRESHING
SALT
INVIGORATING

Intimations.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OOHI, HOJO, NAMAZUTA, SAYO,
SHINNEW AND KAMIYAMADA Col-
lieries.
SOLE AGENTS FOR KISHIDAKE, MI-
YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE: TOKYO.
BRANCH OFFICES:—
NAOYAKI, MOJI, KANAZAWA, WAKAMATSU,
KOBÉ, OSAKA, SHANOHAI, HONGKONG,
HANKOW.
TEL. ADDRESS for above: "IWASAKI".
Codes:—A1, ABC 6th Ed., Western Union.

AGENCIES:
YOKOHAMA: M. ABADA, Esq.
CHUNKING: Messrs. GARDNER & Co.
MANILA: Messrs. MACDONALD & Co.

For particulars, apply to
H. OISHI,
Manager,
No. 2, PEDDER STREET,
HONGKONG.
Hongkong, August 2, 1908. 816

ANNOUNCEMENT.

MADAME HERRON begs to announce
she will show at the CONNAUGHT
HOTEL, Room 28, 2nd Floor, the latest
Novelties in FRENCH HATS, LACE
COATS, LACE DRESSES, etc., for even-
ing and day wear, Veils, Blouses, Flowers,
etc., from the 24th till the 28th inst.
MODERATE PRICES.
Hongkong, September 3, 1908. 1258

20TH CENTURY IMPRESSIONS OF
HONGKONG, SHANGHAI, AND
OTHER TREATY PORTS
OF CHINA.
In the meantime Mr. S. J. KAPOOR,
c/o Messrs. E. S. KAPOOR & Co., St.
George's Building, Hongkong, will answer
any further enquiries.
LLOYD'S GREAT BRITAIN PUBLISHING
CO., LTD.
REG. LLOYD, General Manager.
2, Tudor Street, London, E.C. 4.
August 13, 1908. 1125

PATELL & CO.,

SHAMEN, CANTON.
EXPORT AND IMPORT
MERCHANTS
AND
COMMISSION AGENTS.

Direct Importers of
English, American, German,
French and Australian
PROVISIONS & WINES.

SPERRY'S

XXX

FLOUR

FOR
FIFTY YEARS
THE STANDARD



85 Cents Per Ten-Pound Bag.
FOR SALE AT
LANE, CRAWFORD & Co.
Hongkong, September 2, 1908. 1216

THE FIRST BATTLE IN THE AIR.

How it May be Fought.

In the *Pull Bull Magazine* Mr. Wells
gives us his idea of how the first battle will
be fought in which the airship will take
an effective part.

In his story "The War in the Air" he
has described how Germany suddenly
declared war against the United States,
and the whole German fleet of eighteen
battleships, with a flotilla of fuel tenders
and converted liners containing stores to
be used in support of the air-fleet crossed
the Straits of Dover on Whit-Monday, and
steamed across the Atlantic for the purpose
of destroying the American Atlantic
fleet, which was made up of four battle-
ships and five armoured cruisers. He
describes the fleets as coming into con-
tact before any actual declaration of war.
Most of the American battleships were in
the Pacific Ocean, and all that the Ameri-
can Atlantic fleet could do was to hold back
the German fleet for a little time until
they could put Panama and New York in a
position of defence.

Mr. Wells describes the naval battle, as
seen from the deck of the airship, which
remained at a height of six or seven
thousand feet in the air. When the time
came for the airships to attack the Ameri-
can fleet, the flagship of the aerial navy
slowly descended until she hovered high
over the American battleships, keeping
pace with their full speed. Mr. Wells
thinks that it is almost impossible for the
battleships to do any damage to their
aerial assailants. One man was killed by
a rifle shot on the aerial flagship, but that
was all.

When the airships attacked the ironclads
they let loose a number of what he calls
"dronebombers," that is to say, aeroplanes
with wide flat wings and square box-shaped
heads, each navigated by a single man.
They swoop down like a flight of birds and
drop bombs upon the ships below. After
these skirmishes with the "dronebombers"
a dozen airships pursued the American
fleet at a height of 2,000 feet until they
were a little in advance of the remotest
ironclad, then they swooped down, and
going just a little faster than the ship
below, pelted her thinly protected decks
with bombs until they became sheets of
detonating flame. The American fleet was
destroyed and the airships headed for
New York.

Mr. Wells thus moralises over the passing
of the ironclad.

So it was that Bert Smallways saw the
first fight of the air-ship and the last fight
of those strange things in the whole
history of war: the ironclad battleships,
which began their career with the floating
batteries of the Emperor Napoleon III, in
the Crimean War, and lasted, with an
enormous expenditure of human energy
and resources, for seventy years. In that
space of time the world produced over
12,500 of these strange monsters, in
schools, in types, in series, each larger and
heavier and more deadly than its pre-
decessors. Each in its turn was hailed as
the last birth of time, most in their turn
were sold for old iron.
Only about five per cent, of them ever
fought in a battle. Some foundered, some
went ashore and broke up, some rammed
one another by accident, and sank. The
lives of countless men were spent in their
service, the splendid genius and patience
of thousands of engineers and inventors,
wealth and material beyond estimating, to
their account we must put stunted and
starved lives on land, millions of children
sent to toil unduly, innumerable oppor-
tunities of fine living undeveloped and lost.
Money had to be found for them at any
cost—that was the law of a nation's exis-
tence during that strange time. Surely
they were the weirdest, most destructive
and wasteful megaliths, in the whole
history of mechanical invention.
And then cheap things of gas and basket-
work made an end of them altogether,
smiling out of the sky!

D. DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in the
above Company will be held at the Com-
pany's OFFICES on SATURDAY the 19th
September at 2.00 p.m. for the purpose of
receiving the Report of the General Man-
agers, together with a Statement of Accounts
to the 30th June, 1908.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 8th to the
18th September, both days inclusive.
DOUGLAS, LAFRANCO,
General Manager.
Hongkong, September 1, 1908. 122

ALEXANDRA

CINEMA - THEATRE.

NOTICE.

NEW PICTURES NEW PICTURES!
THE GREAT SUCCESS OF
WEDNESDAY - VISIT OF KING EDWARD
OF ENGLAND TO THE KING OF ITALY.
Every Night at 8.15 p.m.
Miss B. GRIMALDI Spanish Dance.
Miss H. HORTON Spanish S. S. S.
Mr. T. CASAS Comic S. S. S.
MANTHA OROHUA S.S.
Director - Mr. F. GONZALEZ.
NEW SONGS NIGHTLY.
NEW PICTURES EVERY SECOND NIGHT.
Hongkong, September 1, 1908. 1210

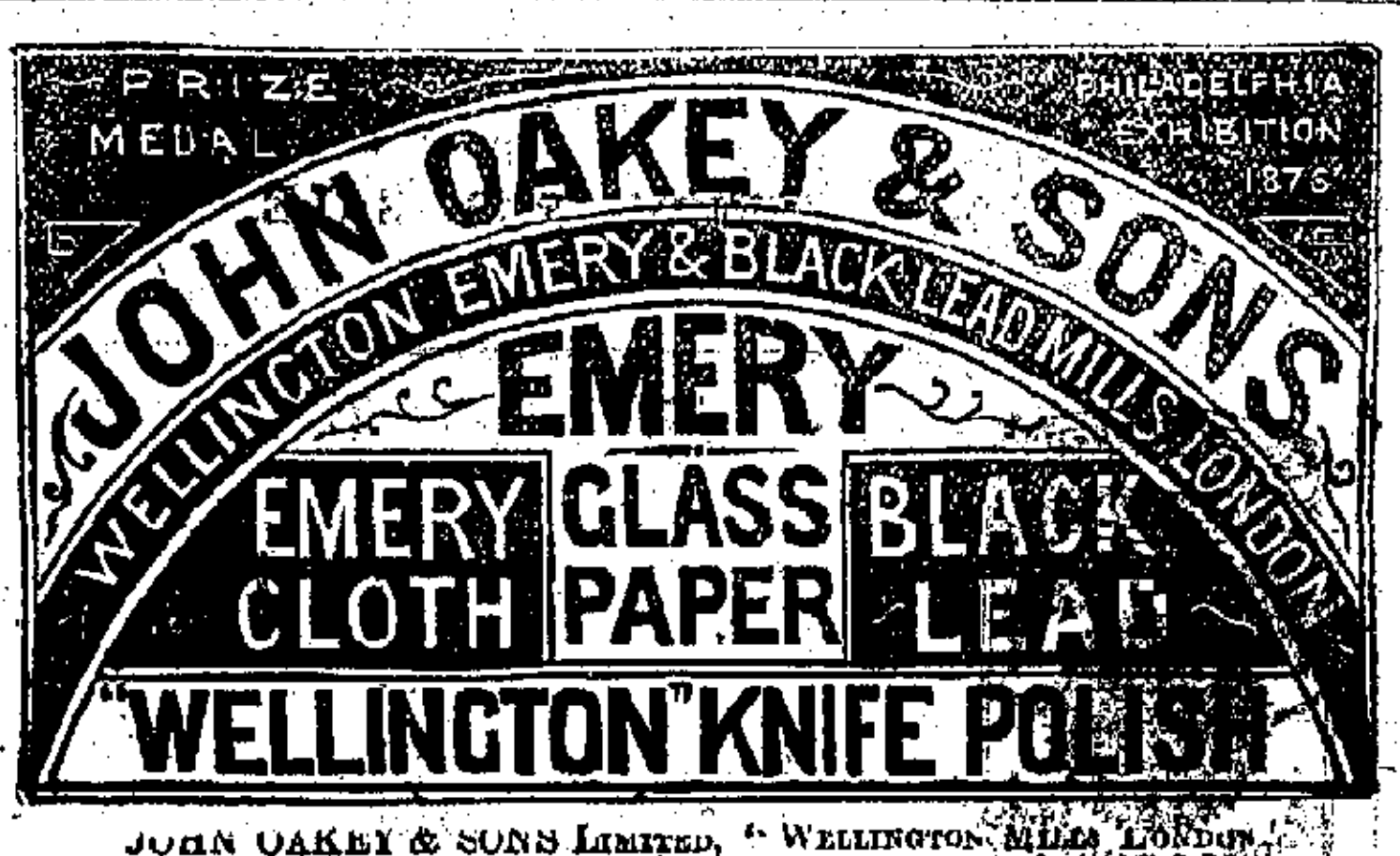
Intimations.

Phone 482
MOTOR LAUNCHES
FOR HIRE FROM \$2 PER HOUR.
SUNRISE TO SUNSET.

TWILIGHT AND MOONLIGHT EXCURSIONS.
BLAKE PIER.
'Little Mary,' 'Blue Bell,' 'Gertie,' 'Fateema.'
WE HIRE, SELL, PURCHASE, EXCHANGE, REPAIR & PROVISION MOTOR
CARS, CYCLES, BOATS, LAUNCHES AND TYPEWRITERS.

DRAGON CYCLE DEPOT.

33-35, DES VŒUX ROAD, CENTRAL, HONGKONG.



JOHN OAKLEY & SONS LIMITED, WELLINGTON, NEW ZEALAND.

WANTED.
A FURNISHED HOUSE, on the Peak
or Lower Levels, from December,
1908, to March, 1909, or longer.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, September 1, 1908. 1206

INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.
THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE.

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907. 1283

THE OWL GRILL ROOM
HAS REMOVED
TO MORE COMMODIOUS PREMISES
29 & 31, DES VŒUX ROAD,
Near the MUI YAT STORES.

SPECIAL RATES FOR MONTHLY CLIENTS.
TIPFEE \$20 per Month.
FULL BOARD \$40.
PEPPER'S SMALL GOODS ALWAYS ON HAND.
HARRY NEWBOLD, Proprietor.
Hongkong, May 19, 1908. 764

LEE CHEE WING & Co. 致
27, 28 and 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
TELEPHONE No. 769. 11223

LABUAN COAL.
THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
supply steamers at LABUAN with good
fresh quality LABUAN COAL, double
screened and straight from the mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:
"LABOUR LABUAN."
Hongkong, February 16, 1908. 228

JEYES
FLUID
DISINFECTANT
SOLE AGENTS.
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 15, 1908. 1024

ADVERTISEMENTS.
THE Attention of Advertisers is drawn
to the Latest Hours for receiving
Advertisements and Corrections to Adver-
tisements.
Alterations and additions to Advertisements
on Pages 2, 3, 6 and 7, should be
sent to our Office at 5, Wyndham Street,
not later than 11 a.m. No alterations
should be sent to our Office at 3, Queen's
Road Central before 5 p.m.

THE CHINA MAIL, Ld.
IS OBSERVANTLY WEAVER
INTRODUCING INTO CHINA
Reprinted from the 'CHINA MAIL'.
To be had at the 'CHINA MAIL' Office,
3, Queen's Road Central.
Price 50 Cents

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 98A, 99 and 99A,
PRAYA EAST.
Apply to SECRETARY,
THE HONGKONG, CANTON & MACAO S.S.
Co., Ltd.,
Hotel Mansions.
Hongkong July 23, 1907. 1206

TO LET.
GODOWN No. 5A, DODDLE
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, September 1, 1908. 709

TO LET.
70,000 SQUARE FEET OF LAND
with 200 feet frontage to
Kowloon Bay. Moderate Rental.
Apply to
Messrs. FARRELL & LYSAGHT.
Hongkong, August 23, 1907. 1289

TO LET.
'FATHERLIGH' CONDUT ROAD.
OFFICES IN YORK BUILDING.
GODOWNS in PRAYA EAST, Blue Build-
ings, and No. 16, Des Vœux Road next
to the Hongkong Hotel.
FLATS in MORRISON TERRACE,
No. 10, Des Vœux Road Central, 1st
Floor.
A House in RYTON TERRACE.
A House in WONG YAI CHUNG ROAD.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, September 1, 1908. 54

To Let.

TO LET.
SHOP No. 14, QUEEN'S ROAD
CENTRAL, on Lease.
Apply to LEIGH & ORANGE.
Hongkong, August 25, 1908. 25

SHAMEN, CANTON.
ROOMS TO LET, suitable for Offices
or Dwelling.
Apply to POWELL GRANT.
Canton, August 29, 1908. 1200

TO LET.
BRACONSFIELD ARCADE, Fine
Office and Dwelling Rooms,
15, QUEEN'S ROAD CENTRAL, Top Floor
(over Caldwell, Macgregor & Co.)
BEILIOS TERRACE HOUSES, RO-
SSIGN ROAD.
GLENWOOD, CAINE ROAD, suitable for
a Boarding House or Club, contains 28
Rooms.
OFFICES in QUEEN'S ROAD CENTRAL,
No. 2, DES VŒUX VILLAS, Peak.
OFFICES in BANK BUILDINGS, Top
Floor.
C. M. S. PEAK BUNGALOW, Mount
Kellet, Furnished. From 1st October,
1908, to 30th June, 1909, Rent \$100 a
month and taxes.
2, BRACONSFIELD ARCADE, facing the
Parade Ground.
Apply to
LUNSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1907. 184

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
DENTURES and Latest Improved
Appliances.
51, QUEEN'S ROAD CENTRAL.
1879

S. I. S. T. I. N. G.
Surgeon Dentist.
No. 14, D'ARCADE STREET.
TERMS VERY MODERATE.
Consultation Free. 26

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15
p.m. every half hour.
SATURDAY.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 8.30 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers. 1651

REFORM IN CHINA.
BEING a letter addressed to Res-
ident General Lord CHARLES BRETHERTON,
G.B. M.P. And an article in reply to
CHINA: 'THE SLEEP AND
AWAKENING.'
To be had in pamphlet form at the
'CHINA MAIL' Office, 3, Queen's Road
Central.
Price 60 Cents.

EAST PRAYA RECLAMATION
SCHEME.
AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.
The Full Details Printed in Pamphlet Form.
Copies may be had at 'CHINA MAIL' Office,
3, Queen's Road Central.
Price 50 Cents each.

The Chinese Mail
THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.
PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.
ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS OF CHINA AND JAPAN.
\$2 per ANNUM delivered in Hongkong.
\$12.50 to all other Ports.
A. WILKINSON, SHAMEN, HONGKONG.
Orders booked by Manager, CHINA MAIL.

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FIRST SHIPMENT

OF

NEW

GOODS

FOR THE

FALL.

WM. POWELL,

LIMITED.

ALEXANDRA
BUILDINGS.

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER
RATES.

Per Day...\$ 4.00 to \$ 7.00 according to
room selected.

Per Week 26.00 to 40.00 do.
Per Month 90.00 to 140.00 do.

Week ends, Saturday afternoon to
Monday morning, \$7.00 to \$10.00.

Two persons occupying one room will be
charged a rate and a half only.

Children under 12 Half rates.

SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by An Cheong, for
over seventeen years chief cook with the
late Mr. J. W. Osborne.

Macao, May 13, 1908.

BELLE VIEW HOTEL

TELEPHONE No. 393.

BILLIARD TOURNAMENT.

IT is proposed to hold a TEAM BILLIARD TOURNAMENT at the
above Hotel.

Teams may be selected from different
units.

Units may be composed from Clubs,
Works, Regiments or Corps or Members of
any one department.

The Committee will consist of one member
from each Team.

Teams wishing to enter are requested to
forward their names to the Manager of the
above Hotel on or before 20th September,
1908.

FRED. E. J. BISHOP,
Manager.

Hongkong, August 11, 1908.

'BRASSIDE' PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Ary and Well Furnished Rooms. Every
home comfort. Fine View of the Harbour.
Telephone, No. 880.

Apply to Mrs F. W. WATTS,
Brasside, 20, Macdonnell Road.

Hongkong, September 2, 1908.

'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.

Tel. No. 134. Telex Address: 'KINGSCLERE'.
A. B. C. Code, 431.

Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.

Proprietress, Mrs F. SACHSE.

Hongkong, September 1, 1908.

VICTORIA CINEMATOPH.

COMIC FILMS.

CHANGE OF PROGRAMME
EVERY SECOND DAY.

Two Performances Nightly.

7.15 to 9 P.M. and 9.15 to 11.15 P.M.

Tickets can also be obtained at the
ROBINSON PIANO CO.

Don't Forget the Address:

DES VOEUX ROAD
(NOTTING STREET CORNER).

Hongkong, December 23, 1907.

CARMICHAEL AND
OLARKE,

CONSULTING ENGINEERS AND
SURVEYORS.

1, Queen's Building, Hongkong.

24, ORANGE ALLEY, SINGAPORE.

Cable Address: CARMICHAEL, HONGKONG.

CARMICHAEL, SINGAPORE.

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Elaborate Standard: Watkins and A.L.

Telegrams No. 224.

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With Home.

BUY A

VICTOR TALKING

MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

YORK BUILDINGS, CHATEAU ROAD.

Hongkong, April 16, 1907.

ESTABLISHED A.D. 1841

A. S. WATSON

& Co., Ltd.

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR

AND HOUSEHOLD.

WATSON'S

YE OLDE ENGLISH

Lavender Water

In Elegant Bottles.—A Delightful

Ajunct to the Toilet.

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Genuine Eau De

Cologne

Cooling and Refreshing.

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Toilet Soaps

of the finest quality, guaranteed.

Otto de Rose

Pean D'Espagne

Violet Oatmeal

Violette De Parme

Skin Soap for the Complexion

(Highly Recommended).

WATSON'S

Ammonia

For the Toilet and Bath.

Refreshing and Invigorating.

WATSON'S

Turkish Bath Salt

Imparts a Delightful Fragrance

and Softness to the Skin.

WATSON'S

Genuine Double Distilled Toilet

Bay Rum

Delightful after Shaving.

WATSON'S

Shampoo

Powders

Highly Recommended.

Cleanse the Scalp and Impart a

Rich Brilliance to the Hair.

THE HONGKONG DISPENSARY.

THE CITY OF PARIS.

2, PEDDER STREET.

PHONE No. 536.

JUST RECEIVED

A New Consignment

OF

PARIS MODES

and GOWNS.

JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

THE Undersigned have been appointed

SOLE AGENTS in Hongkong and

South China for the above Company's

WHISKIES.

HARVEY'S 'SPECIAL' \$14 per Case.

DODWELL & CO.

Hongkong, August 11, 1908.

General Memoranda.

SATURDAY, September 12:—

Noon—Meeting of Hongkong Hotel Co.,

Ld., at Co.'s Hotel.

9.15 p.m.—Volunteer Concert at the

Volunteer Parade Ground.

MONDAY, September 14:—

Goods per Siberia undelivered at noon

this date subject to rent.

Goods per Monmouth undelivered

after this date subject to rent.

WEDNESDAY, September 16:—

Goods per India undelivered after this

date subject to rent.

Goods per Persia not cleared at 4 p.m.

on this date subject to rent.

Goods per Inverclyde undelivered after

this date subject to rent.

SATURDAY, September 19:—

Noon—Meeting of Douglas Steamship

Co., Ld., at Co.'s Office.

Treasury Books of Hongkong Cotton

Spinning Weaving & Dyeing Co., Ld.,

close from this date to 28th Sept.,

inclusive.

FRIEDAY, September 25:—

6.30 p.m.—Meeting of Hongkong St.

Andrew's Society at City Hall.

SATURDAY, September 26:—

Noon—Meeting of Hongkong Cotton

Spinning Weaving & Dyeing Co., Ld.,

at Messrs Jardine, Matheson Co.'s

Office.

NOTICE.

Letters relating to business should be addressed

to THE MANAGER.

Communications relating to news should be

addressed to THE EDITOR.

Correspondents must forward their names

and addresses with any communications ad-

dressed to the Editor, not for publication but

as evidence of good faith.

All letters for publication should be written

on one side of the paper only.

No anonymously signed communications that

have already appeared in other papers will be

inserted.

Orders for extra copies of the 'China Mail'

should be sent before 11 a.m. on the day after

publication. After that hour the supply is

limited. Cash 10 cts., Credit 20 cts., per

copy.

Alterations and additions to Advertisements

on Pages 1, 2, 3, 4 and 7, should be sent to our

Office at 5, Wyndham Street not later than 11

a.m. New Advertisements should be sent to

our Office at 5, Queen's Road Central before 8

p.m.

Advertisements and Subscriptions which are

not ordered for a fixed period will be continued

until countermanded.

Telegraphic Address: 'Mail, Hongkong.'

Telephone No. 22.

The China Mail.

HONGKONG, THURSDAY, SEPT. 10, 1908.

THE ETHICS OF MODERN SPORT.

It was an unmistakable sign of the

degeneracy of the age when Roman

Society under the Flavian Caesars flock-

ed in its thousands to view the gladiatorial

shows, participated in solely by

professionals or prisoners of war, while

its own pampered youth neglected and

derive any healthy, corporeal benefit

from the game at all? Is it not the tale

of all secretaries of Football Clubs in

working-class districts that their mem-

bership is steadily declining; and the

same tale is told of gymnasiums which

have been started for men of a similar

class. Cricket has almost vanished from

country villages. The middle-classes

alone support athletic sports, such as

running, jumping, walking, bicycling, or

boating for the mere love of the thing,

and even in their case the increasing

rigour of commercial competition has

cut down to almost vanishing point the

few years during which they can devote

themselves to such exercises. And so it

has come about that the indifference of

the average workman to take up

some healthy sport in his spare time

and the impossibility of the representa-

tives of the middle-classes to find

adequate time and opportunity to

continue the games of their school-days,

has led to the professional athlete balk-

ing more and more largely in the world

of sport. It has followed as a natural

corollary of late years that the pastimes

of Merrie England have degenerated

into spectacular shows run solely by the

professionals for "the money that may

be in it." As Dr. Wain, the late

head master of Eton, remarked at

Dulwich the other day, there is

something unreal in such sports, some-

thing unwholesome. Sport should be a

relaxation, a pastime, not an all-engross-

ing spectacle. It should be participated

in by all who wish to keep a sound

mind within a sound body, not allowed

to become the perquisite of the profes-

sionalist. The tendency of the age is

towards hysterical sensationalism

however, and unfortunately, so far as

modern sport is concerned, the Press,

both sporting and lay, has much

to answer for in its week-kneed pandering

to a most unhealthy instinct. Dr.

Wain looks to the great public schools

to set this spirit right, to put esprit de

corps above personal distinction, to

show athletes how to live up to the

best traditions and how to main-

tain the highest code of honour in all

that concerns sports and games gen-

erally. Undoubtedly the sporting world

at large does follow very closely the

lead of the great public schools, but we

fear that, so far as England is concerned,

it will require a much stronger anti-

septic to clean away the taint of profes-

sionalism, self-advertisement, self-

glorification, and the love of spectacular

display now deluging nearly all forms

of modern sport.

SOCIAL AND PERSONAL.

Inspector James Kerr, of the Hongkong

Constabulary, was married to Miss Simm,

eldest daughter of Senior Constable Simm,

of Carlton, Melbourne, yesterday.

The Japanese Commissioners to the In-

ternational Opium Conference to be held

in Shanghai next January have been ap-

GREAT FOREST FIRES.

THREE AND A HALF MILLION DOLLARS DAMAGE.

(Exclusive Service supplied by Reuters via Bombay.)

LONDON, September 9. Great forest fires, extending over a hundred square miles, have broken out in the State of Minnesota, driving before them thousands of settlers, whose lives are endangered. The amount of the damage is estimated at three and a half million dollars.

SCHOOL FOR BLIND AND DUMB.

TO BE ESTABLISHED.

(Wah Tei Yai Po's Service.)

PERKING, September 8. H. E. Chiang Chieh-ting has suggested the establishment of a school for the blind and dumb.

SERIOUS RIOT.

IN FUHKIEN PROVINCE.

(Wah Tei Yai Po's Service.)

PERKING, September 8. A riot of a serious nature has taken place in the district of Kin Yang, in the Fukien Province.

CANTON-HANKOW RAILWAY.

THOROUGH INVESTIGATION ORDERED.

(Wah Tei Yai Po's Service.)

PERKING, September 9. Councillor Leung Ying-fu, of the Board of Communications, who was deputed by the Board to inquire into the affairs of the Canton-Hankow Railway, has returned to Peking and reported that H. E. Sir Leung Shing has spent the capital of the company, to the amount of six million dollars, and only 60 li (some twenty miles) of railway has been constructed.

The Board proposes to make a thorough investigation into the matter and has ordered H. E. Chiang Chieh-ting to proceed to Canton to personally make enquiries. It is reported that H. E. Chiang will arrive next month.

MOROCCO.

(REUTERS'S SERVICE.)

LONDON, September 8. A French column, five thousand strong, left Baidon yesterday morning to attack the Moorish camp. The enemy attacked in front and flank en route in an attempt to cut off the French, but were ultimately routed after a four hours fight. The artillery checked the rushes of the Moors who were never able to approach the infantry.

The French casualties were 22 wounded. The Moorish loss was heavy.

LATER.

The Spanish Ambassador has presented to M. Pichon, French Foreign Minister, the reply of his government to the French proposals regarding the guarantee required of M. Haid for his recognition as Sultan of Morocco. The two governments are completely agreed on the main points, and the tension resulting from German attitude appears to be considerably relaxed in consequence.

NAVAL MOVEMENTS.

LONDON, September 8.

Admiral Sir Percy Scott with the Special Service Squadron composed of H. M. S. Cruisers Good Hope, Astron, and Devonshire has sailed for South Africa in connection with the meeting of the Federation convention. H. M. S. Carnarvon will join the squadron at St. Vincent.

LATE TELEGRAMS.

(FROM THE "K.C. DAILY NEWS.")

JAPAN SHIPPING RETRENCHMENTS.

TOKYO, September 8. The Nippon Yusen Kaisha has discharged sixty officials and has placed ten on the reserve list. It has also abolished two branches and two sub-branches.

A SUGAR COMBINE.

The three principal sugar companies of Japan have organized a trading trust.

A NEW RAILWAY JUNCTION.

Tokyo, September 4.

The Chinese Government has appointed Mr. J. E. Foley, Traffic Manager of the Imperial Railways of North China, to negotiate for the junction of this line with the South Manchuria Railway, which is to be represented by Mr. Tadaka, one of the directors.

SEOUL EMBEZZLEMENT CASE.

Tokyo, September 4.

The Seoul Court which is trying the case of Mr. Yang Ki-tak decided yesterday to summon as witnesses Mr. E. T. Bethell, Mr. H. Colburn, of the Colburn, Bestwick Development Co., M. Martin, a Frenchman, and the Manager of Messrs. Holm-Ringer and Co.'s branch at Chemulpo. Mr. A. Caraduff.

The date of the next hearing of the trial is not announced.

THE UNITED STATES.

WASHINGTON, September 3.

Senator Foraker, while passing through Toledo, had a short conversation with Mr. W. H. Taft. The two men shook hands warmly and Senator Foraker pledged himself to support actively the Republican candidate for the Presidency.

The forest in the Sequoia National Park (California) is on fire.

WASHINGTON, September 4.

Both factions in West Virginia have agreed to support Mr. Taft.

Mr. Henry M. Nevins, of New Jersey, has been appointed Commander of the Grand Army of the Republic.

[FROM THE "TIMES OF CYPRUS"]

OBITUARY.

LONDON, August 26.

The death is announced of Sir George Bruce (Sir George Barclay Bruce, Knight, created 1888; born 1st October 1821; married 1847, Helen Nunn (died 1898), daughter of H. Simpson of Paisley. Educated as a civil engineer under Robert Stephenson; engaged on North-Eastern Railway; chief engineer of Madras Railway; President of Institute of Civil Engineers, 1887-88.

GREAT EBOR HANDICAP.

LONDON, August 26.

The Great Ebor Handicap race resulted as follows:—
[The Great Ebor Handicap.—About 4850, 12 miles.]
Captain Ling's b.c. ROUSAY, by Bay Ronald's P. position, 4 years, 1.
Mr. A. Hall's b. c. OLD CHINA, by Arlington-Derby China, 4 years, 2.
Mr. Thompson's b. h. TURBINE, by Speed-Simplify, 5 years, 3.
Four horses started. The race was won by three-quarters of a length, and three lengths separated the second and third. Betting at the start was 11 to 8 against Rousay, 5 to 1 against Old China, and 7 to 1 against Turbine.

TRANSVAAL COAL.

LONDON, August 26.

The correspondence of the Daily Telegraph at Johannesburg states that the Middleburg district colliery owners have sent a representative to Aden and India to develop a bunker trade between the East Coast of India and Ceylon, through Delagoa Bay. The Government is giving active assistance.

SEDITION CASES IN BOMBAY.

BOMBAY, August 26.

Phanda Kassimth Phande's appeal against a sentence of 12 months rigorous imprisonment for sedition in his paper the *Aravind* *Ganga* is *Aravind* was argued before Justices Chandavarkar and Heston in the High Court this afternoon. The appellant repudiated a seditious circular headed "A Grave Warning." It is counsel argued that this had also appeared in *Aravind* and vernacular papers, and Phande had republished it innocently. The judges said that the editorial note, published in conjunction with the circular, left no doubt of the accused seditious intention. Considering that it was his first offence, and he only 22 years old, they reduced the sentence to eight months' rigorous imprisonment.

THE TILAK CASE.

LONDON, September 8.

The rule on the Crown, granted yesterday, to show cause why the Tilak case should not go before the Privy Council has been made returnable on Wednesday, September 23, when it will be argued before the full bench of the High Court.

SERIOUS FIRE AT TRIVANDRUM.

TRIVANDRUM, August 27.

A destructive fire, believed to be due to incendiaries, occurred near the Maharajah of Travancore's palace at Trivandrum yesterday morning. The Town High School, owned by the Maharajah's brother-in-law, was completely gutted. Property estimated at Rs. 10,000 was lost. An official investigation is proceeding.

AMONG CELEBRATION HELPS CANTON BUSINESS HOSES.

LONDON, September 8.

It appears that Amoy has not within its borders sufficient facilities for the proper welcoming and entertaining of the American fleet. The authorities have accordingly sent to Canton a Commission, headed by a Waiyuan named Lau Yuk-hung, to buy some of the commodities that will be needed. First of all a large number of the stunted trees for which the Fair gardens are famous, are to be transferred and also as many pot plants as can be purchased. Further, a large assortment of the best kind of Canton fireworks are to be purchased. Last of all a large supply of crockery must be forwarded. It is said that the vessels to which the sailors will be invited are to be sent in Chinese and not in the foreign mode, and therefore a great number of basins and bowls as well as chopsticks have been ordered. It will be an amusing sight to see American sailors endeavouring to eat by means of Chinese chopsticks, and unless they revert to nature's implements to assist them, they will be in danger of going hungry until they can get back to their ships. The Chinese are undoubtedly arranging things on a grand scale, but Chinese customs are to be honoured as far as possible, which decision after all can hardly be condemned.

A BALM, INDEED.

LONDON, September 8.

NO general application is equal to Chamberlain's Pain Expeller for sore muscles or swollen joints. No matter what may be the cause, this liniment will give relief. For sale by all chemists and druggists.

CHINA EXPRESS CO., SUEZ.

The Return of Fire Bricks.

At the Supreme Court this morning, before Mr. Justice Gompertz, the China Express Co. were sued by W. Barker and Co. for the delivery of ten bags of fire brick alleged to be wrongfully detained by the defendants, or the value thereof, \$120.

Mr. G. E. Morrell, who appeared for the plaintiffs, said that in April two sets of fire bricks were ordered from a firm in New York, and his client received a bill of lading from New York, with a draft for \$60, which stated that application for delivery was to be made to the China Express Co. Plaintiffs applied for delivery and received an invoice charging \$98 for freight and \$17.50 defendants' charges. Defendants refused to deliver the goods. The goods should have been landed in the Kowloon Wharf and Godown Co., and plaintiffs would have taken delivery of them.

Mr. P. Dixon who defended raised a preliminary objection. This was an action for a specific delivery of chattels.

His Lordship—The property or its value? Mr. Dixon—It is the same objection as was taken here the other day.

His Lordship—That is an extraordinary proposition. It is not an equitable claim at all; it is a legal claim.

Evidence was heard and His Lordship adjourned the case *sine die*.

DOUGLAS STEAM-SHIP COMPANY LIMITED.

LONDON, August 26.

The following is the report for presentation to the shareholders at the twenty-fifth ordinary general meeting, to be held at the offices of the Company, on Saturday, 18th September, 1903, at noon:—

The general managers have now to submit to the shareholders their report on the twenty-fifth year's working of the Company, ending June 30th, 1903.

After paying all running expenses, premia of insurance, remuneration to the consulting committee, and auditors' fees, there remains a balance at credit of profit and loss account of \$73,462.04 which, with the consent of shareholders it is proposed to appropriate as follows:—

"To pay a dividend of 5 per cent on the capital of the company, absorbing \$50,000.00 and to write off the balance of \$23,462.04 from the value of the company's properties on June 30th last."

The unprecedented depression in shipping has been fully reflected on the China coast; and not for many years has there been such a scarcity of cargo shipping, and earnings have consequently suffered to a considerable extent.

Advantage has been taken of favourable exchange and scarcity of orders in Hong Kong to build up a fleet of steamships of similar type to the Haiching, larger and superior in every way, as a reasonable cost.

The steamer which has been named Haiyang, was built by Messrs D. J. Dunlop and Company, Port Glasgow, and should arrive about the end of October, and it is anticipated that she will prove a valuable acquisition to the fleet.

The steamers of the Company have been maintained in their usual state of efficiency and are in first class condition. During the year the Hsien had her twelve decks relaid throughout.

The amounts appearing as "freight due" and "accounts receivable" have since been collected.

CONSULTING COMMITTEE. Mr. Henry Keswick and Mr. A. G. Wood resigned their seats on leaving the Colony, the vacancies being filled by the Hon. Mr. W. J. Gresson and Mr. J. W. C. Bonnar.

The Committee now consists of Mr. W. J. Gresson, Hon. Mr. W. J. Gresson and Mr. R. Sheehan, who retire in terms of the articles of association, but offer themselves for re-election.

ADVISORS. The accounts have been audited by Messrs A. R. Lowe and W. H. Petts, who offer themselves for re-election.

DOUGLAS LUBRICATION & CO., GENERAL MANAGERS.

LONDON, September 8.

A CURIOUS EPISODE.

It is said that in Canton, offices are still being sold to those who have money, though lacking training or experience. As the Chinese put it, "They don't know the height of heaven or the width of the earth." These officials have already plenty of time on their hands which they while away by drinking and gambling. Other officials follow suit, and so there is a considerable amount of dissipation among the members of the civil service. The other evening a party of these gay spirits were returning from a frolic, when their leader's chair encountered the local Captain-Superintendent of Police, who was personally changing the watch. He came in contact with the chair, and not knowing who was inside pushed it aside. Immediately there was a scene. The occupant rushed out and charged the police official with purposely insulting him. Then a storm of words began, and presently others came up and there was the utmost likelihood that there would be a stand-up fight. Ultimately, however, better counsels prevailed, and each party went about his own business.

A NEIGHBOUR'S KINDNESS.

LONDON, September 8.

MR. W. J. Fuller, J.P. stockkeeper, Randolph, South Australia, writes: "I was called to see a neighbor who was suffering from severe cramps and was really 'bowed' by the pain. I gave him three doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and in a few hours he had quite recovered. I feel anxious to try this remedy in my own family and in my business as a stockkeeper. For sale by all chemists and druggists."

THE HONGKONG BANK CASE.

LONDON, August 26.

The action by San Man Cho, otherwise Lau Huk Shun, against the Hongkong and Shanghai Banking Corporation to recover \$4 title deeds which plaintiff alleges are his property, and wrongfully detained by defendants was continued before the Chief Justice, Sir Francis Piggott, at the Supreme Court, to-day.

Hon. Mr. Pollock K.C., outlined the defence. He said the grounds upon which they sought to hold the plaintiff liable were that he was an undisclosed principal, and also on the ground that the proceeds of these bills which were sold by the drawers of the different bills to the defendants had in fact reached the coffers of the Wang Fung firm in which the plaintiff was a partner. The grounds of the bank's claim against the Wang Shing Loong and the Lot Hing firm were entirely separate and distinct from the grounds of their claim against the plaintiff as a partner in the Wang Fung firm. The ground of making the plaintiff liable was that the Wang Fung firm, in which he was a partner, had had the benefit of these monies.

The case was adjourned.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 11.

The current issue of "Modern Business" has an interesting article by Sir Robert Hart on British trade in China. He reiterates what has been said many times before that the future of British trade depends very much on the readiness and ability of merchants to accommodate themselves to local demands. "I should therefore advise British traders and merchants generally," Sir Robert Hart says, "not merely to send out what their mills and manufactories are fitted to produce, but also to study Chinese tastes." He points out that the Statistical Department of the Imperial Maritime Customs of China provide all the latest figures that give most important indications quarterly and annually of the trend of trade. The comparative advances of German and British traders, the development of the steamship service, and the postal reforms in China occupy the bulk of an interesting article, or rather interview, for such it was, obtained by Mr. W. T. Perkins.

We have been retrenching our coast-guard service among other things in England, and the result is that the good old game of smuggling has begun to regain its popularity. In Dorsetshire the coastguards were taken from one of the coasts and within the next month there were three landings of goods and spirits that should have paid duty. Then the men were brought back from another point, thus leaving that place vacant, and the smugglers promptly shifted their centre of activities to the latter place, thus playing a sort of Blind Man's Buff with the coastmen. Nobody has been arrested yet, but as the reduction of guards has been general along the coast we may anticipate interesting doings from time to time until the old standard is set up again.

The *National Review* publishes an article on the everlasting subject of the possibility of a German invasion. It is more convincing than usual though, for the writer, Colonel Pollock, discusses the subject calmly and in a matter of fact way. He sketches the possibility of 100,000 crack Continental troops securing a landing on our shores, and estimates that we could at the most oppose the enemy with a net value of 185,000 men. "It is in my opinion certain," adds Colonel Pollock, "that if Germany could at the present time secure command of the North Sea for three days, she could invade and conquer the United Kingdom without any serious difficulty, simply because, with the exception of an insignificant regular army, we have no troops capable of offering a respectable resistance."

I may add my personal opinion that the deductions will not hold for long, for it is the opinion of the great majority of experts that Mr. Haldane's Territorial Army scheme is the best yet evolved and though it will take time to perfect and is at present very incomplete it will produce the best home defence force ever placed at the disposal of the War Office.

Still the fear of the German invasion appears to be an obsession of certain sensation mongers whose minds are kept in a state of nervous tension by the Harrowdown papers.

Another scare was based on the assumption that Count Zeppelin's airship was to make Germany dominant in the air, thus placing an unsalvageable weapon at the disposal of the Kaiser's forces. The renowned mislugs to the Count's airships have removed that to a great extent. True, the Count made a wonderful flight, but I have it on the authority of Major Baden Powell, President of the British Aeronautical Society, that the chief military use of airships for the next ten years at least will be for observation purposes.

Writing of Germany reminds me that certain German members of Parliament have been starting the public this week by declaring that the best policy for the future is the union of the German and the British people in a world policy. It is pointed out that China will soon be getting into the progressive stride and Japan is already in full swing. America is also going full speed ahead to commercial competition so that Germany and England, which have many interests already in common, will presently find themselves between the upper and nether millstones of American and Asiatic competition unless steps are taken to protect mutual interests.

SINGAPORE AND THE SHIPPING CONFERENCE.

Report by the Colonial Secretary.

The following is extracted from the report on the Straits Settlements for the year 1907, by Captain A. H. Young, C.M.G., the Colonial Secretary:—

The vexed question of Shipping Rings, or Conferences, is awaiting the report of the Royal Commission appointed in England, in 1907, to investigate the subject.

A report by a Sub-Committee of the Straits Settlements Chamber of Commerce, dated the 10th of July, 1907, answering questions on this subject submitted at the instance of the Royal Commission was forwarded to the Secretary of State, together with a report from Mr. Stuart, the Registrar of Imports and Exports.

The officer, at my request, has prepared a statement showing the approximate volume of cargo shipped in scale tons during 1907 to the United Kingdom, the rest of Europe, excluding Russia, to which country the influence of the Conference does not extend, and to America, the approximate amount of freights paid thereon and the average approximate amount that would have been paid yearly on the same cargo at the rates current during the five years previous to the Conference.

APPROXIMATE RESULTS.

I annex the Registrar's return which shows approximately the tax on cargo levied by the Straits Settlements and New York Shipping Conferences in 1907, of in other words, the amount estimated to have been actually paid in excess of that which the currently quoted average rates of freight during the respective five years prior to the establishment of these Conferences in 1897 and 1905 respectively would have entailed.

The results for 1907 are approximately as follows:—

Total volume in scale tons of cargo shipped to the United Kingdom, the rest of Europe, excluding Russia and to America, tons, 338,200.

Total freight charged thereon, £537,500.

Total freights that would have been charged on the same prior to the Conference, £403,400.

Difference, £134,100.

Secret rebate of 5 per cent. on all freights pooled, paid to certain specially favoured firms, £29,375.

The Registrar of Imports and Exports is of opinion that the difference of £164,000, which he shows, is for the following reasons an under estimate:—

(i) The quotations prior to the establishment of Conferences were the asking prices and less was frequently obtained.

(ii) Articles which are shipped as bag goods and measurement have all been reckoned by him at the lower or bag rate, in the next month there were three landings of goods and spirits that should have paid duty. Then the men were brought back from another point, thus leaving that place vacant, and the smugglers promptly shifted their centre of activities to the latter place, thus playing a sort of Blind Man's Buff with the coastmen. Nobody has been arrested yet, but as the reduction of guards has been general along the coast we may anticipate interesting doings from time to time until the old standard is set up again.

(iii) Other articles such as Tapioca, Sago, Pearl Sago, Cane, certain Gums, Spices, and so forth, are not included.

(iv) Of Rattans one-third of the quantity exported to the United Kingdom, and the whole of what went to the Continent have been assumed to have been shipped as Dunnage which pays a much reduced rate of freight: the same article to America has been at scale ton rate.

In this and other ways favourable consideration has been given so that there may be no ground for any allegation of exaggeration.

The Sub-Committee of the Chamber of Commerce of Singapore in their report, dated 10th July, 1907, gave figures showing that there was an increase in the volume of shipments of the principal articles of produce (excluding tin) to the United Kingdom, the Continent and the United States of America in the second five years over the first half of the decade prior to the establishment of Conferences.

The same statement shows that in volume of cargo carried there was an actual loss in the second five years of the decade over the first five years after the formation of the Conference.

The net loss in ten years is placed by the Sub-Committee at 236,612 tons, or a yearly average of 23,661 tons.

EFFECT OF CONFERENCE.

Deductions from these figures would appear to indicate that there has been a diversion of trade due to the action of the Conference, and taking into consideration that there has been an enormous expansion of trade throughout the Eastern Archipelago since 1898, of which the Colony is in position to share as a main collecting and distributing centre should have derived its full share, the diversion of trade is much greater than is shown by the figures given in the report referred to.

Whether this diversion of the trade is due directly to the effects of these Conferences, or whether it has been contributed to by a variety of causes, the fact remains that there has been a diversion of trade so considerable as to make the subject a most serious one for the Colony.

Undoubtedly one effect of these Shipping Conferences has been to eliminate all chance of any sailing vessel obtaining cargo in the Colony for the United Kingdom or Continent of Europe, and the same prohibition has in effect been placed upon the economically run tramp steamers, British mainly, which used to participate largely in the important overseas carrying trade of this Colony.

SPECIAL PREFERENCE.

It seems appropriate to remark specially here that the report of a Sub-Committee of the Chamber of Commerce of Singapore referred to above, emphasises the fact that a practice exists under which the Steamship Companies comprising these Conferences pay a preferential, or so-called secret, return of 5 per cent on the total of all freights earned from the Straits by Conference steamers to a limited number of privileged firms or persons; the appointment among these firms being kept secret. The Sub-Committee (some of the members of which belong to firms who are participants in this special privilege) have placed on record that the privileged firms or persons, among whom are foreigners—who participate in this so-called secret 5 per cent. return are thus placed at an advantage over other merchant shippers of this Colony.

This practice of giving a special preference to a selected few is, I believe, peculiar to this Colony.

Other articles given show that the average amount of freight charges paid on 338,200 tons of cargo exported to the United Kingdom, the Continent of Europe, excluding Russia and America, in 1907, over the amount that would have been charged prior to Conferences was £164,100 or \$1,405,600.

SPORTING.

Hockey.

The match between the Kowloon Cricket Club hockey team and the 16th Mahrattas, which took place on the ground of the former yesterday afternoon, resulted in a win for the Mahrattas by 8 to 1.

The Cricket Championship.

The final result of the English Country Cricket Championships is shown in the table below:—

Counties.	Played.	Won.	Lost.	Drawn.	Points.	Per Centage.
Yorkshire	25	16	9	15	100.00	
Kent	25	17	3	5	14	70.00
Surrey	25	13	4	8	9	52.94
Middlesex	15	6	3	6	3	33.33
Sussex	25	6	4	15	2	20.00
Worcestershire	16	6	5	5	1	9.09
Lancashire	24	10	9	5	1	5.26
Notts	18	6	7	5	1	7.69
Leicestershire	19	7	9	3	2	12.50
Gloucestershire	23	8	11	4	3	15.78
Essex	20	5	7	8	2	16.66
Leicestershire	19	4	8	7	4	33.33
Warwickshire	20	5	8	7	4	33.33
Dorsetshire	22	5	13	4	8	48.47
Northamptonshire	22	3	14	5	11	64.70
Somersetshire	16	2	13	2	11	73.33

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 10th at 11.55 a.m.—The barometer has fallen slightly over Japan and N. Looboo, and risen a little in the Philippines.

The typhoon is moving towards N.E. to the Eastward of the Looboo.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

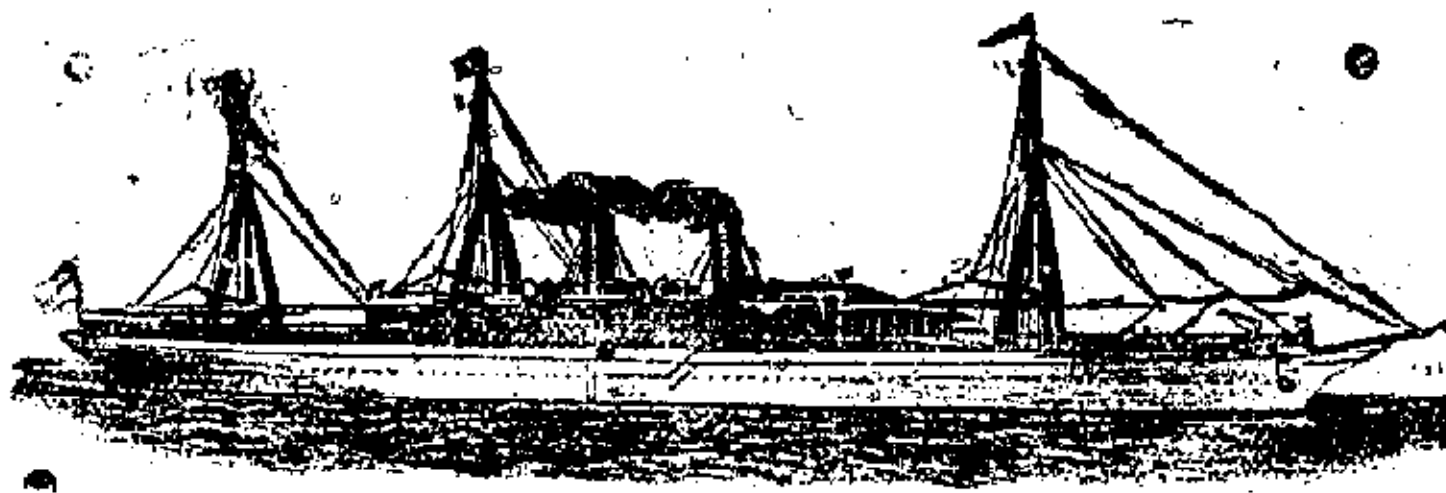
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE (PERA) AND YOKOHAMA	Capt. W. W. CONNELL, R.N.	September 11th	Freight only.
SHANGHAI, MOJI & KOBE	Capt. A. L. VALENTINI	September 12th	Freight and Passengers.
LONDON, via USUAL PORTS	Capt. H. POWELL	September 19th	See Special Advertisements.
LONDON & ANTWERP	Capt. G. PHILLIPS	October 7th	Freight and Passengers.

P. & O. S. N. Co.'s Office.

F. J. ABBOTT, Acting Agent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific in the 'EMPERESS' LINE. SAVING 5 to 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
R.M.S. LENNOX	Friday, Sept. 11th	Oct. 12th
EMPERESS OF CHINA	Saturday, Sept. 20th	Oct. 27th
EMPERESS OF INDIA	Saturday, Oct. 3rd	Nov. 7th
EMPERESS OF JAPAN	Saturday, Nov. 7th	Nov. 28th
EMPERESS OF CHINA	Saturday, Nov. 28th	Dec. 19th

* S.S. LENNOX and EMERESS are freighters only and do not carry Passengers. EMERESS' Steamers will depart from Hongkong at 4 P.M. S.S. Montezuma, Lennox and Glenfarg at 12 Noon.

THE Chinese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Intermediate on Steamers, £40. " " £42.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. MONTZUMA Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, etc. CORNER PRINCE STREET and PRAY, Opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	VILLE DE LA CIOTAT	BARILLON	Sept. 14, p.m.
MARSEILLES, Via PORT, AUSTRALIAN	VERON	Sept. 15, at 1 p.m.	
SHANGHAI, KOBE AND YOKOHAMA	CALEDONNIEN	MAINTIN	Sept. 23, p.m.
MARSEILLES, Via PORT, ERNEST-SIMONS	GIRARD	Sept. 23, at 1 p.m.	

TRANSFERRING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNOR, TUNISIA and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. NALIN, Acting Agent, QUEEN'S BUILDING.

Hongkong, April 9, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

Steamer	Tons	Captain	Sailing date, 1908.
KEELAG, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA			
INVERIO	4789	Boyd	About 20th Sept.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

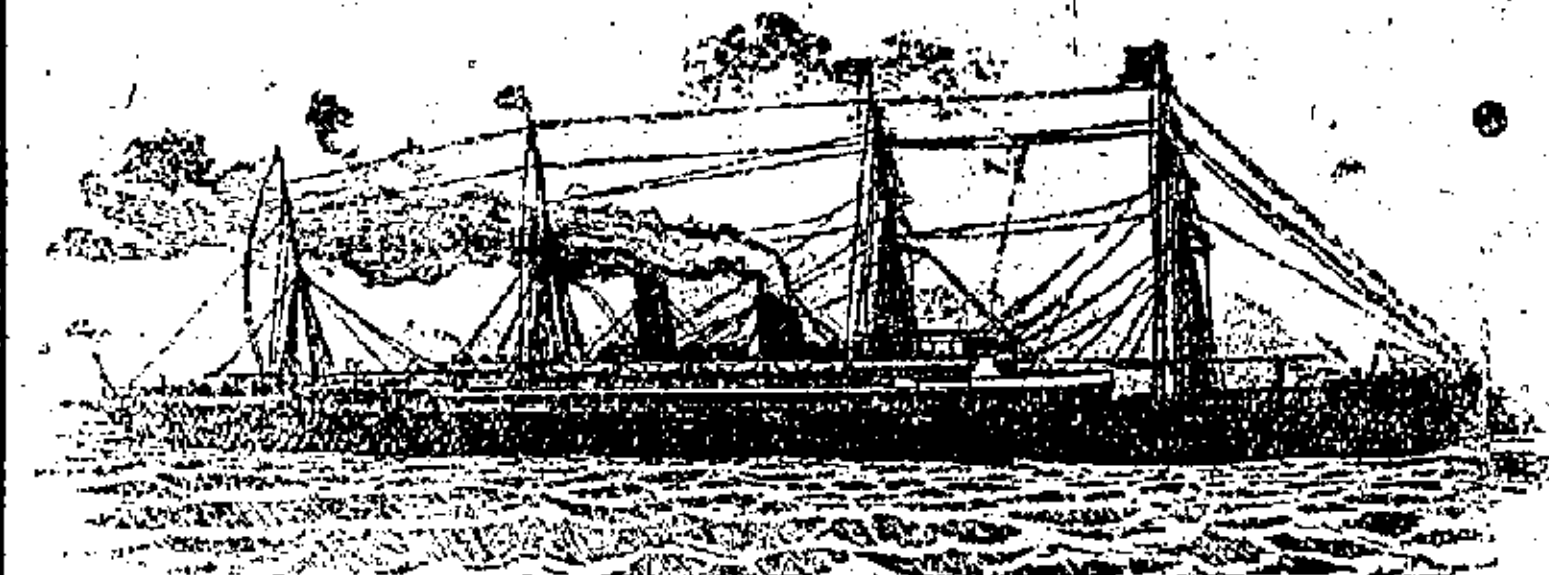
PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	Sailing Dates, 1908
* AMERICA MARU	11,000 Tons, FRIDAY, 11th Sept., at Noon
* SIBERIA	18,000 Tons, SATURDAY, 19th Sept., at Noon
* CHINA	18,000 Tons, SATURDAY, 26th Sept., at Noon
* MANCHURIA	27,000 Tons, SATURDAY, 3rd Oct., at Noon
* HONGKONG MARU	11,000 Tons, FRIDAY, 9th Oct., at Noon
* ASIA	18,000 Tons, SATURDAY, 17th Oct., at Noon
* MONGOLIA	27,000 Tons, SATURDAY, 24th Oct., at Noon
* TENYO MARU	21,000 Tons, TUESDAY, 31st Nov., at Noon
* KOREA	18,000 Tons, SATURDAY, 14th Nov., at Noon

Yokohama to San Francisco, via KOREA, 18,000 tons, September 15-27th 1908; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1908; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu, 18,000 tons, August 18th-20th, 1908; 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1908; 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship AMERICA MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, the 11th September, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	YOHAN	Sept. 11, at Noon
LUOLU	LIANGKANG	Sept. 12, at 4 p.m.
SHANGHAI	KUENANG	Sept. 15, at 4 p.m.
MANILA	TAMING	Sept. 15, at 4 p.m.
EBU & LOLO	KAIKONG	Sept. 17, at 4 p.m.
MANILA, ZAMBANGA, PT. DARWIN, THURSDAY ISLAND, OKOTOWA, OAKINS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH		TAIWAN, October 10, at 4 p.m.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light, throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCED SALOON FARES, single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
DALIN MARU, Capt. I. SAKURAI	TAMUJI, Via SWATOW AND AMOY	SUNDAY, 13th Sept., at 2 p.m.
SHOSHU MARU, Capt. ICHIJI	ANPING, Via SWATOW AND AMOY	WEDNESDAY, 16th Sept., at 10 a.m.
JOSEPH MARU, Capt. Y. KAWABATA	TAMUJI, Via SWATOW AND AMOY	SUNDAY, 20th Sept., at 10 a.m.

A Reduction of 20% will be made on First and Second Class Fares to Foochow, until further Notice.

* These New Steamers have excellent Accommodation for First and Second-class Passengers, fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDING.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL, 1908
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ EITEL FRIEDRICH, Capt. E. Melchow	WEDNESDAY, 23rd Sept., at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA		WEDNESDAY, 23rd Sept., at Noon
MANILA, YAP, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen	THURSDAY, 10th Sept., at 5 p.m.
KODAT and SANDARAN	BORNEO, Capt. F. Gumbell	FRIDAY, 11th Sept., at 5 p.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	LOONGHANG	FRIDAY, Sept. 11, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOORANG	SATURDAY, Sept. 12, at 2 p.m.
SHANGHAI via NINGPO	WYONGSANG	MONDAY, Sept. 14, at Noon
SHANGHAI	CHIPSANG	TUESDAY, Sept. 15, at Noon
MANILA	YUENANG	FRIDAY, Sept. 18, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUENANG	TUESDAY, Oct. 2, at Noon

RETURN TOURS TO JAPAN. Occupying 14 days.

THE steamers Kueing, Namang and Fookang leave about every 3 weeks for Shang hai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* A daily qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze, Peking, Choofoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 61.

PORTLAND & ASIATIC S.S. CO.

FOR KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO en route to PORTLAND.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON 1908.

through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canada and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUIS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBIRIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

PASSENGER collect, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East: 16, DES VUEX ROAD, Hongkong.

Japan Office: 14, WATER STREET, Yokohama.

Hongkong, April 4, 1908.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. ARISTON, FRIDAY, 9th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of country cabin passengers rates are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIFFON YUSEN KAISEI, Agents.

AUSTRIAN NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship AUSTRIA, Captain RAYMOND, will leave for the above ports on WEDNESDAY, the 16th inst., at 2 p.m.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and Stewardess.

For Freight and Passage, apply to

HANDLER, WILLES & Co., Agents, Prince's Building, Hongkong, September 8, 1908. 1246

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at THOS. FORK DARWIN and GUERLAND Point, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAIWAN, etc.

THE Steamship ADELANDE, Captain ST. JOHN, will be despatched at 10 a.m. on THURSDAY, the 17th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Redemptive Chamber, which ensures the supply of Fresh Provisions, etc., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A. Stewardess and a daily qualified Surgeon are carried.

D.D.—To accept the additional number of passengers the steamer of this Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents, Prince's Building, Hongkong, September 5, 1908. 1242

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIKONG, Captain PASSMORE, will be despatched for the above ports on FRIDAY, the 11th inst., at 2 p.m.

A Reduction of 20% on First-class Fares to Fookchow, will be made during the month of September.

For Freight or Passage, apply to

DOUGLAS, LAFFRAIR & Co., General Managers, Hongkong, September 8, 1908. 1242

AUSTRIAN NAVIGATION COMPANY

STEAM FOR FIUME and TRIESTE Direct: Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRASS, to Rte. Suez, Black Sea, Levant, Venice and Adriatic Ports)

This Co.'s Steamship VORWARTS, Captain SEEVERS, will be despatched at 10 a.m. on or about FRIDAY, the 10th September.

This Steamer has splendid accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage & Freight, apply to

HANDLER, WILLES & Co., Agents, Prince's Building, Hongkong, August 18, 1908. 1242

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HONGKONG.

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The Life of Trade.

A ONE-STEP order, like one blow of a hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Mediums for Advertising are

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THE

"OVERLAND

CHINA MAIL."

Read by all Classes in the Colony

Publishing One Half-Century

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES & LONDON	PLYMOUTH
Colombo			(Brindisi)	(London)
			2 days earlier	1 day later
MALTA	Sept. 10	INDIA	Oct. 18	Oct. 25
DEVANHA	Oct. 3	VICTORIA	Oct. 31	Nov. 7
DEVANHA	Oct. 17	BRITANNIA	Nov. 14	Nov. 21
DELTA	Oct. 31	MOULTAN	Nov. 28	Dec. 5
ARADIA	Nov. 14	OSIRIS	Dec. 12	Dec. 19
MALTA	Nov. 28	MOLATA	Dec. 26	Jan. 2
DELTA	Dec. 12	HIMALAYA	Jan. 9	Jan. 16
DEVANHA	Dec. 26	MONGOLIA	Jan. 23	Jan. 30
DELTA	Jan. 9	INDIA	Feb. 6	Feb. 13
ARADIA	Jan. 23	VICTORIA	Feb. 20	Feb. 27

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

STEAMERS	Leave	Due at
	HONGKONG	LONDON
MORE	Oct. 7	Nov. 28
SUMATRA	Nov. 4	Dec. 19
SOMALI	Dec. 2	Jan. (1909) 17
BORNEO	Dec. 30	Feb. 14
NILE	Jan. 13	Feb. 27
SUNDA	Jan. 27	Mar. 13

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only 1st Saloon Passengers.
For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, SINGAPORE, HONGKONG, CHINWANG, (PEKING, TIEN TSEN), K. BE. YOKOHAMA, OSAKA, to Hongkong in 30 days. NAZAR to Hongkong in 39 days. Unique opportunity to make a tour in North-China and Japan with great speed, safety and comfort.

TRANS-PACIFIC: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, connecting with Canadian Pacific Railway.

Freight to Overland: Via Vancouver
Yokohama-Vancouver 13 days. Yokohama-London & Paris 25 days.
HOMeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, Magellan Straits LIVERPOOL.

PROPOSED SAILINGS:
= OUESANT 17th Sept. = CEYLAN 26th November.
+ AMIRAL OLY 12th Oct. = CORSE 11th January.

New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins.
+ Intermediate Class and Rates of Passage All Round the World Ticket by these boats.
For further particulars, apply to

P. NALIN, Acting Agent, FRENCH MAIL OFFICE.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila. Saloon and Cabin. Electric Light-Perfect Cuisine-Surgeon on Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Bodger	Manila	Saturday, Sept. 12, at Noon.
ZUBI	2540	R. W. Almond	Manila	Sept. 19, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

HONGKONG, NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON, via PORT AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

STEAMSHIP TO SUEZ

INDRAMAYO 21st September, at 5 p.m.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, August 15, 1908.

Notices to Consignees

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

THE Steamship MORMOUTHSHIRE, Captain Warren, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 14th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, September 8, 1908. 1236

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN AND SHANGHAI.

CONSIGNEES OF CARGO per Steamship SIBERIA.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after WEDNESDAY, the 9th September, 1908, at 5 p.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undelivered on MONDAY, September 14th, 1908, at 12 Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, the 12th Sept., at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, September 8, 1908. 1233

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOUL.

THE Steamship Arracon, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by D. SASSOON & Co., Ltd., Agents.

Hongkong, September 9, 1908. 1243

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship LUTZOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th of September, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 3.30 p.m.

All claims must reach us before the 20th of September, 1908, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., Agents.

Hongkong, September 9, 1908. 1247

AGENTS.

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. CLARKE, Sons & PLATT, 85 Gracechurch St., E.C. 3. STEWART & CO., 20, Cornhill, GOREN & GOREN, 15 St. Bride St., E.C. 4. BATES, HENRY & CO., 81, Cannon Street, E.C. 4. WILKS, Ltd., 151, Cannon Street, E.C. 4. ROBERT WATSON, 100, Fleet Street, E.C. 4. MITCHELL & CO., 22, Abchurch Lane, E.C. 4. D. J. KEENE & CO., 3, Whitehall, E.C. 4. E. MATTHEW & CROWTHER, Ltd., 10, 11, 12 New Bridge St., E.C. 4. MITCHELL & CO., 22, Glasshouse St., E.C. 2.

PARIS AND EUROPE: MAYENNE PAVES & CO., 19, Rue de la Grange Bateliere, Paris. The Rev. Dr. HENRY, D.D., 19, Rue Vivienne, Paris.

NEW YORK: THE CHINESE STEAMERS Office, 62, West 22nd Street.

SAN FRANCISCO and American Ports generally: BARN & BLACK, San Francisco.

AUS-RAILIA, TASMANIA, AND NEW ZEALAND: GORDON & GOREN, Melbourne and Sydney.

OSYLOM: W. M. SMITH & CO., The Apotecharies Co., Colombo.

SINGAPORE, STRAITS, &c.: KELLY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS: A. S. WATSON & CO., Manila.

H. NA: CORDON, PATRICK & CO. Agents, The Amoy Street, Foodon, Brockett & Co. Singapore, KELLY & WALSH, Ltd., Yokohama, KELLY & WALSH, Ltd.

THE CHINA MAIL, LTD., 8, Queen's Road Central.

LARGE FEES TO COUNSEL IN THE MILE-END CASE.

Estimated Cost of the Prosecution.

Very few, even in legal circles, can realise the enormous cost the prosecution of the ten Mile-end Guardians and ex-Guardians, accused of conspiracy to defraud the public, entailed.

The trial lasted twenty days and the police court proceedings fifteen days, and at the very lowest estimate, the cost, it is said, will be close upon £10,000.

Among the counsel engaged in the case were: The Attorney General (Sir William S. Robson), the Solicitor-General (Sir Samuel Evans), Mr. Bodkin, Mr. Rowland, and Mr. W. H. Lyster, for the prosecution. Mr. Vachell, K.C., Mr. J. A. Hawke, Mr. George Elliott, and Mr. R. D. Muir were included in the eighteen counsel instructed for the defence. There were several of the Treasury solicitors present for the prosecution, and nearly fifty witnesses were called.

Although figures were not marked upon the briefs of the Treasury counsel, it is estimated that the principal fees of the five leaders amounted to nearly £1,000 and that the "refreshers" totalled quite £125 daily.

On the defence side, one brief was marked 200 guineas, with a "refresher" of 25 guineas each day, the others varying from 50 guineas and 8 guineas "refresher" down to 5 and 1 guinea.

The rough estimate made to a Daily Chronicle representative by a legal expert as to the total costs involved in the prosecution—which, of course, come out of the public funds—was £4,750, including the payment of the witnesses, while the costs to the defendants will total at least £4,500.

This, of course, excludes judge, jury, clerks, shorthand writers, doorkeepers, ushers and wardens at the court.

Shipping.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT & SANDAKAN, Taking Cargo, at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain F. S. SMITH, ready to load on THURSDAY, at 9 a.m., will leave on FRIDAY, the 11th September, at 9 a.m.

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELOHRS & CO., Agents.

Hongkong, September 8, 1908. 1237

NAVIGAZIONE GENERALE ITALIANA, (FLORENCE & ROME) UNION COMPANIES.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to PENANG, Cebu and Batavia, also BARCELONA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship CAPIRI, Captain PRONZO, will be despatched for the above ports on SATURDAY, the 13th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, September 8, 1908. 1241

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship VILLE DE LA CITAT, Captain C. BARTON, will be despatched for the above ports on or about MONDAY, the 14th September.

P. NALIN, Acting Agent.

Hongkong, September 7, 1908. 1234

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, ADETT, BAREAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, OCEAN, TIENTSIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain H. POWELL, carrying the Mail, will be despatched from this for COLOMBO, MARSEILLES and LONDON, on SATURDAY, the 13th September, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship India 8000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ells and Valerides all Cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed direct by the P.M.S. Malabar (due in London on the 25th October, 1908). Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and values of all packages are required.

For further particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, September 8, 1908. 1230

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 3rd, 1908.

At 100 cash per Dollar Mexican.

Butcher Meat.

Beef steaks and prime cut—Mel Long P's... lb 18

Roast—Shiu... lb 18

Breast—Naga Lam... lb 13

Soup—Tong Yuk... lb 16

Steak—Naga Yuk Pa... lb 18

Cutlet—Naga Lan S... lb 23

Sausages—Naga Chang... lb 28

Bollock's Brisket... Slow per set 10

Tongue—Naga... each 50

Corned—Ham Naga I... lb 58

Head—Naga Tan... lb 80

Heart—Naga Sun... lb 12

Ham, Salt—Naga Kin... lb 18

Feet—Naga Kerk... each 7

Kidneys—Naga Yiu... lb 10

Tail—Naga Mel... lb 17

Liver—Naga Con... lb 12

Tripe (washed)—Naga To... lb 7

Calves Head & Feet—Naga chai-tau-tak... set \$1.00

Mutton Chop—Young Pal Kwat... lb 22

Leg—Young Pal... lb 22

Shoulder—Young Shao... lb 20

Pigs Chindags—Chi Kow... lb 24

Brains—Chi Kow... per set 2

Feet—Chi Kerk... lb 12

Fry—Chi Chak... lb 18

Head—Chi Tan... lb 14

Heart—Chi Sun... each 10

Kidneys—Chi Yiu... lb 10

Liver—Chi Con... lb 7

Pork Chop—Chi Pal Kwat... lb 22

Corned—Ham Chai Yuk... lb 18

Leg—Chi P... lb 54

Fat or Lard—Chi Yau... lb 17

Sheeps Head and Feet—Young Tan Kerk set 6

Heart—Young Sun... each 6

Kidneys—Young Yiu... lb 40

Liver—Young Con... lb 22

Smoking Figs, To Order—Chi Chai

Suet, Beef—Sang Naga Yau... lb 20

Mutton—Sang Young Tan... lb 24

Veal—Naga Chai Yuk... lb 20

Sausages—Naga Chai Chok... lb 20

Poultry.

Chickens—Kai Chai... lb 27

Capon, Large, Small—Siu Kai... lb 30

Ducks—A... lb 16

Doves—Pal Kan... each 18

Eggs, Hen—Kai Tan... per dozen 24

Fowls, Canton—Kai... lb 30

Chicken—Kai Nam Kai... lb 26

Geese—Ngai... lb 22

Geese, Wild—Siu... pair 22

Quack Duck—Wong Keng... each 18

Chick, Shanghai—Lo Chai... lb 14

Partridge—Chi Kow... pair 22

Partridge—Shan Kai... pair 22

Geese, Canton—Pak Kip... each 20

Holow—Ho How Pak Kap... lb 21

Quail—Um Chan... lb 10

Nice Birds—Wo Pa Chien... each 18

Pigeons—Siu Choy... each 18

Turnips Cook—Phor Kai Kung... lb 40

Hen... lb 40

Wild Ducks, S'hal—Shangha Sui-ap... pair 24

Teal—Sui Ap Chai... lb 24

Wild Ducks Canton—Sang Shing Sui Ap... lb 24

Fish.

Carbel—Ka Yu... lb 10

Crabs—Bin Yu... lb

